

**Amendments to the Specification:**

Please amend the specification as follows:

Please replace Paragraph [0002] with the following:

**[0002]** In order to ensure the safety of automobile vehicles, their tires are fitted with pressure sensors connected by radio to the on-board computer in order to signal any fault. The sensor housed inside the ~~tyre~~ tire is powered by a battery. In order to retain the autonomy of the battery of the sensor, which is inaccessible, this sensor operates only in a cyclical manner, i.e. it has a timing circuit, for activation purposes, which has a very low power consumption and which cyclically activates a microprocessor for a short period, this microprocessor measuring the pressure and temperature and transmitting these measurements by radio.

Please replace Paragraph [0003] with the following:

**[0003]** A wheel rim carrying the sensor can reach high temperatures in the case of repeated intense braking and the microprocessor of the sensor is thus heated to a temperature of about one hundred degrees ~~Celeius~~ Celsius.

Please replace Paragraph [0006] with the following:

**[0006]** An earlier solution presented in the application FR 00 12 657 proposes a ~~tyre~~ tire pressure sensor for an automobile vehicle having a module for activating a microprocessor for measuring and controlling radio transmission circuits and temperature-sensitive inhibiting means to inhibit the activation module. This solution consists of using the activation module as a switch for the operation of the microprocessor so that cyclical operation takes place only if the temperature does not exceed a specific threshold.

Please replace Paragraph [0022] with the following:

**[0022]** In the first embodiment of FIG. 1 the tire pressure sensor 20 is associated with a power-supply battery 15, a measuring microprocessor 4, also powered by the battery 15 and able to take, by means of a polling function 13, and to process, by means of a monitor 12, measurements of physical variables including the pressure of the tire  $P_r$ , the operating temperature  $\theta_f$  and other indicative parameters relating to the rotation of the wheel, for example the speed of rotation  $V_r$  or the centrifugal force  $F_r$ . These physical variables are sensed by an assembly 2 of microsensors, respectively manometric membrane, thermistor, microgyroscope or microaccelerometer or rolling switch. The monitor 12 of the microprocessor 4 controls a radio transmission circuit 5 to communicate, to the vehicle's on-board computer 30, in operating time, the identification ID of the sensor, the measurements collected and possibly certain results of the processing carried out, these data being organised organized in a predetermined frame in order to be transmitted.

Please replace Paragraph [0025] with the following:

**[0025]** The organisation organization of the wheel and vehicle assembly lines should now be discussed.

Please replace Paragraph [0035] with the following:

**[0035]** The predetermined step of the wheel assembly line which is of relevance in this case can be the step 203 for pressurising pressurizing the tire (inflation) or preferably the wheel-balancing step 204. In this step the activation period can be very short (for example 1 s). Depending on the case the information from the pressure microsensor  $P_r$  (manometric membrane) or rotation microsensor (microgyro)  $V_r$  or even the centrifugal force sensor  $F_r$  (rolling switch, microaccelerometer) is transmitted to the activation module 3 by the connection 11 from the microsensor assembly 2, which causes the microprocessor 4 to be activated via the connection 9. The connections 8, 9, 10 may conform to the protocol SPI (Synchronous Protocol

Interface). The monitor 12 of the microprocessor initiates the polling function 13 and receives the measurements P.sub.r, .theta..sub.f, V.sub.r therefrom which it transmits to the timing function 7 in order to program the timer 6.

Please replace Paragraph [0038] with the following:

**[0038]** The period T.sub.1 is very short, of the order of a few tens of seconds, and the corresponding frames 204 are, for example, transmitted during the period covering the time in which the wheel balancing step is carried out on the wheel assembly line, so as to avoid any ambiguity with the wheels which precede or follow in the assembly line. At the wheel-balancing station 204 processing the wheel at position P in the wheel assembly line 200 a radio receiver 214 is provided receiving the predetermined frame transmitted by the pressure sensor of the wheel P and containing, in particular, the identification IDp of the said sensor. The radio receiver 214 produces a message containing the data P and IDp which it communicates to the diagnostic station 103 responsible for teaching the on-board computer of the vehicles of row V on the vehicle assembly line 100. For each vehicle V the diagnostic station 103 deduces which wheels P are to be fitted to it, for example, by the formulae (2) and to which location L these wheels P of sensor IDp are allocated, for example, by the formulae (1). The radio receiver 214 initialises initializes the diagnostic station 103 which will program the on-board computer of the vehicle V when this vehicle is at the teaching station 102.